

GALT TRAFFIC

MAY 2003



Are you really outraged by Mayor Daley's midnight raid on Meigs Field? Well, we can do something about it! We can contribute toward the legal battle to save Meigs and we can make our position known to our elected representatives. Learn more at: www.friendsofmeigs.org.

EAA AIR ACADEMY SCHOLARSHIP CONTEST WINNERS

We congratulate the winners of Chapter 932's EAA Air Academy Scholarship Contest for 2003:

Lindsay Bennetts, 15, Woodstock
Trevor Mack, 15, Ringwood
Gavin Warmbold, 12, Marengo
Joe Was, 12, Woodstock

MAY MTG. – YOUNG EAGLES – SCOUTS

From Larry Schubert, Y.E. Co-ord.

Our regular Young Eagles day on the 10th is turning into something really cool. And I need your help.

We are hosting a Boy Scout troop on that day (and another on May 17) not only flying them but also helping them earn their Scout Aviation Merit Badges. I've been working with the troop's leader and here is what we have planned:

The troop is coming out at 9:00 AM. The kids (as many as 40) are going to be split into four groups. Each group will participate in each of four half hour presentations. That way, we're done by the time Y.E. start at 11:00. I've planned this out so that, by the time they are done, they will have done quite a bit of what they need to accomplish for their merit badge (maybe even all of it by the time they finish their paperwork). We are going to turn our regular meeting into doing these presentations. Everyone is invited to help out with this, whether it's actually presenting information or just being there to answer questions (and "ground crew" for Y.E.). The four presentations are:

* Interview with an airline pilot; flying careers.

* How an airplane flies; explanation of control surfaces, aerodynamics, etc.

* Navigation; planning, navigation instrumentation, IFR flight, flight instruments.

* Airspace and airports.

Jeff Hill Sr. has graciously offered to handle setting up the first two (meaning, he may be in contact with you for help). I can do one of the last two (but do not necessarily have to), meaning I need at least another volunteer to handle the other one.

Any hands in the air? It could be a whole lot of fun, and a great way for anyone among us to share their expertise.

After all four groups have gone through all four presentations, we'll fly. We're really going to need help here, as it's potentially a lot of kids. I have not done any PR on Young Eagles for the 10th because I did not want to get overwhelmed. We'll have our hands full with the troop. I will be flying, as will both Hills. But we need more planes and pilots. Please advise if you'll help out. I'd like to get a good handle on this within the next couple of days.

Thanks in advance, gang. I think this can be a lot of fun. Plus, we're putting together a structure that can be used in the future with other Scout Troops. We will be performing a valuable service to the Scouts.

I again emphasize that this is for all of us. No reason why a given session has to have one presenter. The more everyone is involved, the more fun this will be.

Your assistance and input is urgently requested and sincerely appreciated – **And, Remember, we'll be repeating this May 17 with another Troop.**

Thanks – I look forward to hearing from y'all,

Larry LARRYS@STANS.NET 815-338-0677

BAKE SALE MAY 10

From Pres. Mark Krohn

I got a call from Arielle Hallanan (Bartley's daughter) she would like to have a bake sale to raise money for some playground equipment for the Chapter/Airport.

I told her we would help and send an email to the membership asking for baked good donations for the sale. Thanks, Mark

Good idea Arielle – **hope the membership responds!** The treasury's in pretty good shape, guys. Should we make a contribution toward this? – Ed.

SOMETHING FOR SAFE PILOTS TO PONDER

From AOPA Air Safety Foundation

General aviation (GA) suffered only 1,494 fixed-wing accidents during 2001, lower than any preceding year since record keeping began in 1938, according to the 2002 AOPA Air Safety Foundation (ASF) *Nall Report*. The total includes 298 fatal accidents. The preliminary *Nall*-reported 2001 accident rate for fixed-wing GA aircraft under 12,500 pounds is 6.56 for all GA accidents, and 1.22 for fatal GA accidents.

"Address the basics: Carry enough fuel, don't stall or fly close to the ground, remain VFR when not on an IFR flight plan, and polish your takeoff and landing skills," said Bruce Landsberg, ASF executive director. "If pilots would remember these basics, GA accident numbers would drop significantly."

Single-engine fixed-gear aircraft were most often involved in fatal accidents during maneuvering flight (including buzzing), accounting for 37.8 percent of all fatal accidents in that aircraft class. Maneuvering flight also has the highest total number of fatal accidents, accounting for 11.2 percent of all pilot-related GA accidents in 2001.

For single-engine retractable-gear aircraft, accidents involving weather topped the list of causes, at 28.3 percent of all fatal accidents for that aircraft class. For multiengine aircraft, accidents during takeoff and climb and accidents during descent and approach were most often fatal, at 23.3 percent each.

Overall, student pilots had only 7.7 percent of all GA accidents, despite representing 15.3 percent of the total pilot population. Pilots holding an FAA private pilot certificate, accounting for 40.7 percent of the total pilot population, were involved in 45.8 percent of all GA accidents. Commercial pilot certificate holders, 19.6 percent of the total pilot population, accounted for 32.4 percent of all GA accidents, while pilots with an airline transport pilot certificate, representing 21.7 percent of the pilot population, suffered 12.6 percent of all GA accidents.

The chances of a fatality in a homebuilt were considerably greater than in a factory-built. Homebuilt aircraft were involved in about 16 percent of all fatal accidents. Regardless of certificate level, experience had a significant impact on accidents. Overall, pilots with fewer than 500 hours of total experience were involved in 34.9 percent of all GA accidents, and those with fewer than 500 hours "in type" accounted for 76.2 percent of all accidents, with 74.3 percent of those fatal.

Takeoff and landing accidents accounted for 58 percent of all pilot-related GA accidents. According to the report, airline transport pilots suffer a higher proportion of takeoff and landing accidents than student pilots, relative to each group's percentage in the pilot population. "Loss of control" was the most common reason for takeoff and landing accidents, causing just over 30 percent of such accidents. Research also showed that the fatality rate in pilot-related takeoff accidents was 20.5 percent, and the fatality rate on landing was just one percent. The second leading cause of landing accidents, after loss of control, was wind.

The 2002 *Nall Report* is available at:

www.aopa.org/asf/publications/02nall.pdf

FLY-IN/EVENTS CALENDAR

MAY 10 EAA 932 Meeting 10 AM Young Eagles and scout aviation merit badge program 9 to 4 PM
JUN 8 To be announced
JUL 29-AUG 4 EAA Airventure '03 Oshkosh
AUG 9-10 Flyers and Tires
SEP 13 EAA 932 Meeting 10 AM Young Eagles 11 AM to 4 PM following the meeting.
OCT 11 Chilifest, Hayride and Bonfire 5 PM
NOV 8 EAA 932 Meeting 10 AM Young Eagles 11 AM to 4 PM following meeting.
DEC 13 EAA 932 Meeting 10 AM
DEC 13-17 1st Flight Centennial Kitty Hawk, NC

For information on Fly-Ins, aviation events and alerts to pilots, check the following web sites:

Illinois: www.dot.state.il.us/aero/index.html

Wisconsin: www.dot.wisconsin.gov/travel/air/genral.html

EAA: www.eaa.org

AOPA: www.aopa.org

EAA 932: www.eaa932.org

FAA: www.faa.gov

EAA 932 Meetings 2nd Saturdays 10 am and Young Eagle Flights 11-4 pm (Apr.-Nov.)

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Officers and Directors:

President: Mark Krohn, 815-459-7201 markk@truthmail.com

Vice Pres: Greg Domski, 847-973-0621

Secretary: Steve Mark

Treasurer: Carla Nusbaum, 815-648-2392 johndoe@owc.net

Webmaster: Jeff Hill, Jr., 815-337-5878 tway90@yahoo.com

N.L. Ed: Jeff Hill, Sr., 815-338-3551 JeffryHill@earthlink.net

Props. Mgr: Rafael Gonzalez, 815-344-5235 onegonzo@aol.com

Young Eagles: Larry Schubert, 815-338-0677 larrys@stans.net

Youth: John Theriault, 815-337-1453 john@sandra@stans.com

Three Retired Pilots by JHsr



Oscar: "I remember dubya-dubya-two like it was yesterday."

Foxy: "I remember high school like it was yesterday, too."

Papa: "Me too! How come we can't remember yesterday?"



EAA Chapter 932
Galt Airport - Greenwood, IL
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